

HDR Internal  
Memorandum

To File

Date May 9, 1989

From Steve Miller Subject Meeting with Gila River  
Indian Community

Location: HDR

Attendance: Tim Morrison - GRIC  
Richard Narcia - GRIC  
Jerry Zovne - HDR  
Steve Miller - HDRTOPICS OF DISCUSSION

## 1. Southwest Loop Hydrology Sta 923 to 997

Flows were taken from Collar, Williams & White drainage report for Foothills Development. A copy of report and drainage map is available through City of Phoenix and CWW. Correlation between Master Drainage Plan Map (received by HDR, March 6, 1989) and S.W. Loop Design Concept Report discharges & locations was shown. A copy of the S.W. Loop Drainage Design Concept Report was given to GRIC. Jerry Zovne indicated that the GRIC had some input into the system in that the "level spreader" concept was design per GRIC concerns that discharging concentrated flows on reservation would not be acceptable. The GRIC desired sheet flows.

## 2. Southwest Loop Alignment and Schedule

Concern was expressed as to whether there might be a future alignment change, perhaps to Queen Creek, as the tribe had originally proposed. HDR has not been asked to analyze any other alignment or make any significant alignment adjustments. Construction scheduling for S.W. Loop was a GRIC concern. HDR suggested that GRIC return and talk with Woody Heaston, Project Manager, concerning proposed scheduling.

## 3. Interchange at South Mountain Park

The Tribe is planning an economic development area along Queen Creek and may be interested in an interchange with the Southwest Loop at South Mountain Park to accommodate access to the Queen Creek Road area. HDR referred to a pictorial of the S.W. Loop with interchanges (presently proposed) highlighted - no interchange is indicated at the South Mountain Park location, six (6) other interchanges are indicated.

## 4. GRIC asked if HDR had proposed on the Maricopa Road improvement. HDR indicated that we thought that we were in the process of doing so.

## 5. Gila Drain

GRIC indicated that the Tribe thought the Gila Drain was a stormwater conveyance option for the freeway system. HDR indicated that ADOT had requested a short study on that option. However the General Plan, which we are currently working under, is to pump water from I-10 to Price Road into the Carriage Lane detention basin and storm sewer outfall north to the Price Road Tunnel to the Salt River.

GRIC asked if there were cost savings with the Gila Drain Option. HDR indicated that ADOT would be better able to discuss that with them. HDR discussed the alternatives considered (in general terms) and depending upon the particular alternative and the specific items considered, there may be a net cost savings. Also, HDR is presently redefining the off-site hydrology to quantify stormwater runoff to be handled by the drainage system - this could influence the results of the Gila Drain study. GRIC concluded that if GRIC were to allow ADOT to use the Gila Drain, the decision would have to be made quickly. We confirmed that ADOT has placed a high priority on completing the Price Expressway. The Price Tunnel construction is nearly complete, and final design of Carriage Lane outfall is under way. GRIC also said that the Tribe might be willing to swap use of the Gila Drain for a Queen Creek intersection on S.W. Loop.



6. GRIC mentioned that the Corps of Engineers was beginning another study of drainage for the Reservation, but did not know the details. HDR discussed some of our observations about hydrology in the area and changes that had occurred since the Corps' 1977 study. Future development of the Price/Santan will essentially eliminate runoff contributions to the Reservation from the Tempe/Chandler/Gilbert areas (up to 100-year frequency). Present construction of Price Tunnel/Carriage Lane Outfall will also eliminate considerable stormwater from the Mesa area. The 1977 Corps plan was to route the stormwater from all of these areas out through Western Canal and the Gila Drain R.O.W.

\jm\aab

cc: George Wallace, ADOT  
Steve Martin, ADOT  
Ray Jordan, ADOT

August 2, 2001



Mr. Fred Ringlero  
Land Use Planning and Zoning Director  
Gila River Indian Community  
P.O. Box E  
Sacaton, Arizona 85247

RE: South Mountain Freeway DCR/EIS Study  
ROE Permit Request

Dear Mr. Ringlero:

The referenced study, being conducted by HDR Engineering, Inc. on behalf of Arizona Department of Transportation (ADOT) and in cooperation with Gila River Indian Community (GRIC), was initiated July 9, 2001. This study will evaluate potential transportation improvements, including a potential new freeway, around South Mountain between the southeast valley and the northwest valley. The study will require entry onto GRIC lands over the study duration of three years for a variety non-destructive project tasks. We are requesting a blanket Right of Entry permit for the project team to enter GRIC lands for the project duration for the following general types of work:

1. To perform land surveying and temporary aerial target construction.
2. To conduct field investigations for a variety of non-disturbing environmental surveys including drainage, biological, cultural, land use, socio-economic, transportation, geological, visual, noise, air quality, utilities, and other environmental considerations.

Attached is a map showing the general GRIC limits expected to be included in the study. Also attached is a list of personnel, and a list vehicle makes, models, and license plate that may enter GRIC lands during the project. Please advise if there is anything else you need for approval of this Right of Entry request. Thank you for your help.

Sincerely,

HDR ENGINEERING, INC.

A handwritten signature in black ink, appearing to read 'Stephen A. Martin'.

Stephen A. Martin, P.E.  
Project Manager

CC: Mary Viparina, ADOT  
Sandra Shade, GRIC  
File ✓

**HDR Engineering, Inc.**

*Employee Owned*

2141 East Highland Avenue  
Suite 250  
Phoenix, Arizona  
85016-4736

Telephone  
602 508-6600  
Fax  
602 508-6606

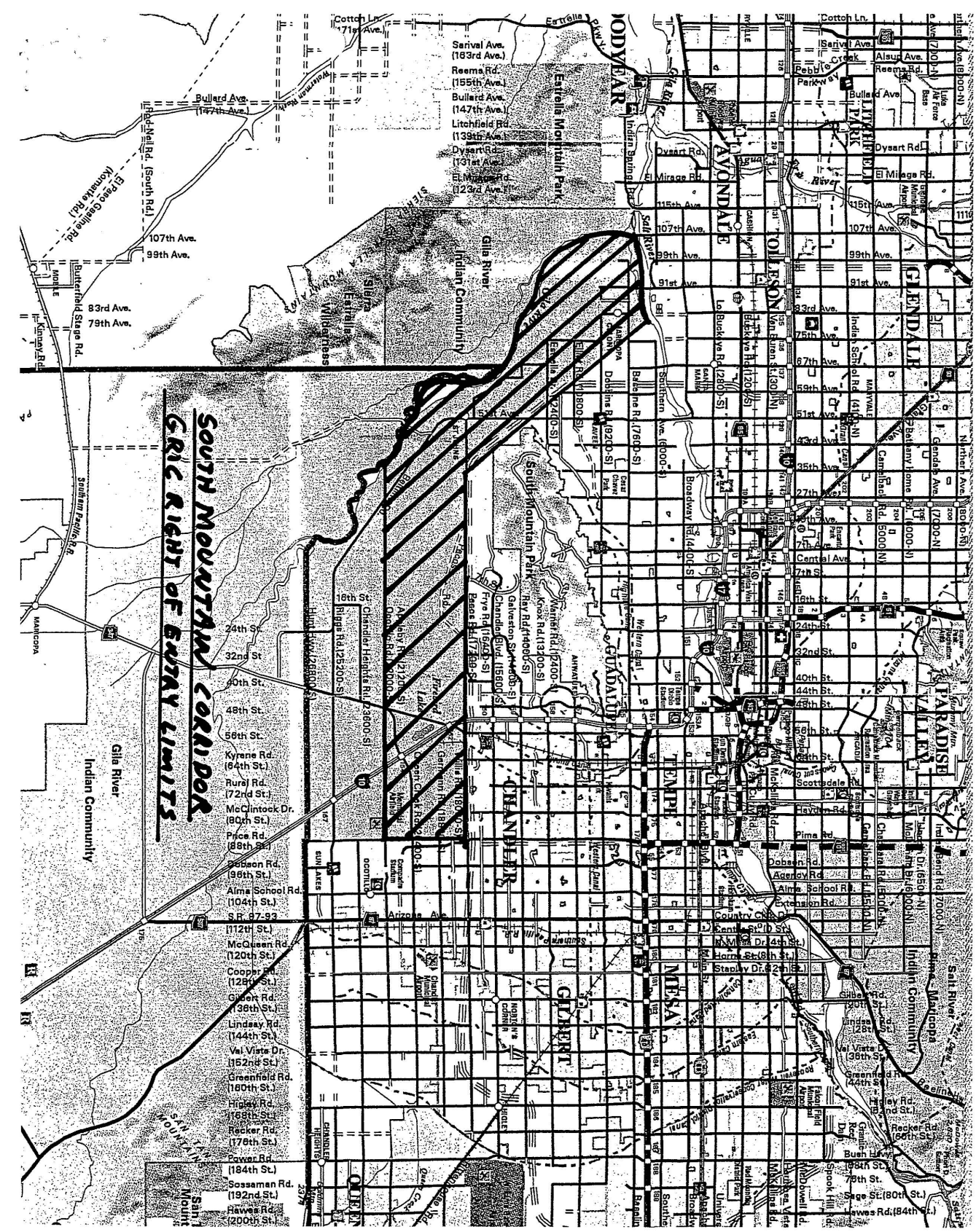
GILA RIVER INDIAN COMMUNITY RIGHT OF ENTRY LIST  
SOUTH MOUNTAIN FREEWAY DCR/EIS

Personnel


Jack Allen  
Jeff Anderson  
Paul Basha  
David Bender  
Vaughn Bennett  
Buzz Bond  
Randy Bong  
Mark Brodbeck  
Sirena Brownlee  
David Buras  
Kelly Cairo  
Geri Chavez  
Julie Christoph  
Bob Collier  
Tom Cooney  
Marty Craig  
Mike Dennis  
Chris Dicks  
Debra Duerr  
Amy Edwards  
Celeste W. Daisy Eldridge  
Jami Erickson  
Bob Esposito  
Shannon Evans  
Kelly Fletcher  
Robert Forest

Daniel Frechette  
John Godec  
Fiona Goodson  
Ed Green  
Theresa Gunn  
Jackie Guthrie  
Lawrence A. Hansen  
Andrea Helmstetter  
Pat Higgins  
Ron Holmes  
Cris Howard  
Scott W. Johnson  
Robert M. Jones  
Michele Kogl  
Larry Lacy  
Owen Lindauer  
Jeremy A. Lite  
Eric Lovstad  
Richard Mackey  
Stephen Martin  
Linda Meronek  
Robert A. Mongrain  
Anne Morris  
Tracy Osborn  
Dana Owsiany  
Monica Perez

David E. Peterson  
Danny Piemontesi  
Bill Rawson  
Steven A. Raye  
Stephen R. Rouse  
Dave Schettler  
Gary N. Shepard  
Wesley A. Shonerd  
Tom Shreeve  
Erick Skulstad  
Jesse Sonnerville  
Chuck Stroup  
Michael A. Sussman  
Ryan Tanner  
Joe Todaro  
Jewel Touchin  
Darrell Truitt  
Mary Vigarina  
Mike Walz  
Dustin Watson  
Kurt Watzek  
Karen Wigglesworth  
Elijah Williams  
Greg Wold



Vehicle Information			
Make and Model	AZ License Plate No.	Make and Model	AZ License Plate No.
1993 Honda Accord	549-GRA	2001 Chevrolet Silverado (SB,T)	074-FEF
2001 Jeep Grand Cherokee	881-GBD	2001 Chevrolet Silverado (SB,T)	073-FEF
2001 Jeep Sport Cherokee	883-GBD	2001 Chevrolet Silverado (SB,T)	118-FGC
Chevrolet S-10 Pickup, white	LCK-998	2001 Chevrolet Silverado (XC,4WD,V8,S)	CB-13734
Dodge Avenger, grey	MSS-043	2001 Chevrolet Silverado (SC,2WD,V8,C)	CB-13736
Chevrolet Tahoe, grey	892-GGM	2001 Nissan Sentra GXE	CB-61335
Honda Civic, black	014-CSB	2001 GMC Sierra (XC,2WD,V8,S)	CB-74325
VW Passat, beige	009-GNZ	1996 Chevrolet Suburban	332-FEE
Dodge Sport, green	361-CYM	Ford F-250 4WD	936-FKK
Chevrolet Celebrity Stationwagon	G88-4BZ	2000 Mercury Mountaineer	161-EHL
Ford Taurus	G29-5BA	1998 Toyota Pickup	CYCLONE
Mercury Cougar	LWE-411	1985 Chevrolet Silverado	1573-MN
1995 K-1500 4WD (S,SB)	5BA-590	1990 Oldsmobile Cutlass	954-BZL
1996 K-1500 (LB,S)	5BA-591	1994 Chevrolet Pickup	4WX-757
1996 Mazda Miata	NEW-104	GMC Sierra Pickup	AF7-41D
1996 Chevrolet S-10 P/U	5BZ-877	2001 Acura MDX	667-GGE
1997 Ford F-150 (LB,S)	5EF-353	2000 Honda Passport	975-FHD
1997 Ford F-150 (LB,T)	5EK-506	2000 Honda Accord	EX5-184
1997 Ford F-150 (LB,T)	5EF-302	2001 Nissan Frontier	605-GMF
1997 Ford F-150 (LB,T)	5EK-513	1987 Toyota 4-Runner	EHV-596
1997 Ford F-150 (LB,T)	5EF-303	1990 Isuzu Trooper	IUG-RAD
1997 Toyota Camry	5EF-572	1994 Isuzu Trooper	KZX-830
1997 Ford F-150 (LB,T)	5EF-480	Honda CRV	430-FZD
1997 Ford F-150 (XC,SB,T)	5EF-481	Ford Ranger Pickup	LWR-890
1997 Toyota Tacoma	CB-06402	Honda Accord	308-AWL
1998 K-1500 (XC,SB,C)	CA-03283	Honda Accord	DJV-393
1998 Ford F-150 (4WD,XC)	CA-07609	Nissan Pickup	110-BHH
1998 Ford F-150 (XC,SB,C)	CA-37990	Toyota Tacoma Pickup	509-DGB
1999 Ford F-150 (XC,C)	CA-46541	Nissan Pickup	766-KTR
1999 Ford F-150 (XC)	CA-42187	Chevrolet Astro Van (HDR)	J32-304
1999 Ford F-150 (SB,T)	CA-42186	Toyota Pickup	GVJ-669
1999 Ford F-150 (SB,T)	CA-42184	1996 Dodge Grand Caravan	NFL-406
1999 K-1500 (SB,T)	832-CXB	1997 Chrysler Sebring	868-BHH
1999 K-1500 (SB,T)	834-CXB	1988 Isuzu Trooper	ESV-904
1999 K-1500 (SB,T)	CA-72575	1995 Mazda Miata	MAE-123
1999 K-1500 (SB)	CA-72574	2000 Land Rover Discovery	452-FWT
1999 Ford F-150 (LB)	595-JZL (NV)	1995 Dodge Ram Pickup	MJZ-791
1999 Ford F-150 (LB,T)	756-JZJ (NV)	1999 Dodge Durango	060-DVP
2000 Ford F-150 (XC,SB,V8,S)	CB-02797	1998 Ford F-150	CA-13555
2000 Ford F-150 (XC,SB,V8,S)	CB-02798	1999 Ford F-250	CA-77781
2000 Ford F-150 (XLT, XC,SB)	CB-06555	1999 Ford F-250	CA-77780
2000 Chevrolet Silverado (SB,P)	CB-07832	1991 Ford F-350	4GV-807
2000 Chevrolet Silverado (SB,T)	CA-93575	2000 Chevrolet Blazer	CB-44975
2001 Chevrolet Silverado (SB,T)	CA-18355		
2001 Chevrolet Silverado (SB,P)	CB-05985		
2001 Chevrolet Silverado (SB,P)	CB-05986		



# GILA RIVER INDIAN COMMUNITY

SACATON, AZ 85247

DEPARTMENT OF LAND & WATER RESOURCES

Land Use Planning & Zoning  
Survey & Engineering  
Facilities Maintenance  
Pima-Maricopa Irrigation Project  
Irrigation Rehabilitation

POST OFFICE BOX E

(520) 562-3301  
(480) 899-0092  
(520) 836-7291  
FAX (520) 562-4008

Mr. Earl Lara, Chairman  
Natural Resources Standing Committee  
Gila River Indian Community  
P.O. Box 97  
Sacaton, Arizona 85247

Re: South Mountain Freeway DCR/EIS Study  
ROE Permit Request

Dear Mr. Lara and Committee Members:

Our office has received a request for a Right of Entry (ROE) Permit for the South Mountain Freeway DCR/EIS Study submitted by Mr. Stephen Martin, Project Manager from HDR Engineering, Inc. a consultant for Arizona Department of Transportation (ADOT). We have attached a copy of request by HDR for your review and approval.

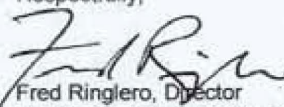
HDR/ADOT is seeking approval for a blanket ROE permit to cover the areas in District Four, District Six and District Seven. See the attached map for the areas that will be covered by ROE.

I have reviewed request and would like to recommend a smaller area of study, due to the fact that the tribe and districts have discussed this matter at length when the tribe and landowners were discussing the alignment of the proposed South Mountain Toll Road Development. Our office is recommending the alignment that was approved by the Tribal Councils action when approving the Gila Borderlands Study.

With your approval, HDR will immediately set up the process to set aerial targets in the approved areas in order to have aerial mapping to do the necessary designing and studies for the South Mountain Freeway.

Again, our office is recommending a smaller area of study. Our office and HDR will be present to make request and to answer any questions you and the committee members may have.

Respectfully,



Fred Ringlero, Director  
Land Use Planning & Zoning

Cc: Richard Narcia, Lt. Governor  
Lee Thompson, Director DLWR  
Sandra Shade, Director GRDOT  
Pat Mariella, Director GRDEQ  
Mike Johnson, BIA Pima Agency Realty Specialist  
Stephen A. Martin, HDR Project Manager

August 29, 2001

Mr. Fred Ringlero  
Land Use Planning and Zoning Director  
Gila River Indian Community  
P.O. Box E  
Sacaton, Arizona 85247

RE: South Mountain Freeway DCR/EIS Study  
ROE Permit Request

Dear Mr. Ringlero:

Pursuant to the Natural Resources Committee Meeting this morning, I have attached a revised map of the proposed Right of Entry Permit boundary limits. This map is consistent with your recommendation for a more limited study area that will encompass the general alignment studies already approved for consideration through prior Council Resolution. The eastern area is a three-mile wide corridor south of Pecos Road from the eastern reservation boundary to the Gila River. The western area is bounded by the Gila River, the Salt River, and the eastern reservation boundary.

As we discussed, we have no problem with limiting the study area, however, we will need to eventually get an official Council Resolution or other official action requesting the study to be limited to a specific area. We do not need the official action to move forward with the Right of Entry and the study tasks, but we will need it before the study is concluded.

If you have any questions or need additional information, please contact me at 602-508-6642. Thank you for your assistance. We look forward to working with you and the Community on this important study

Sincerely,

HDR ENGINEERING, INC.



Stephen A. Martin, P.E.  
Project Manager

CC: Mary Viharina, ADOT  
Sandra Shade, GRIC  
Bill Vachon, FHWA  
File

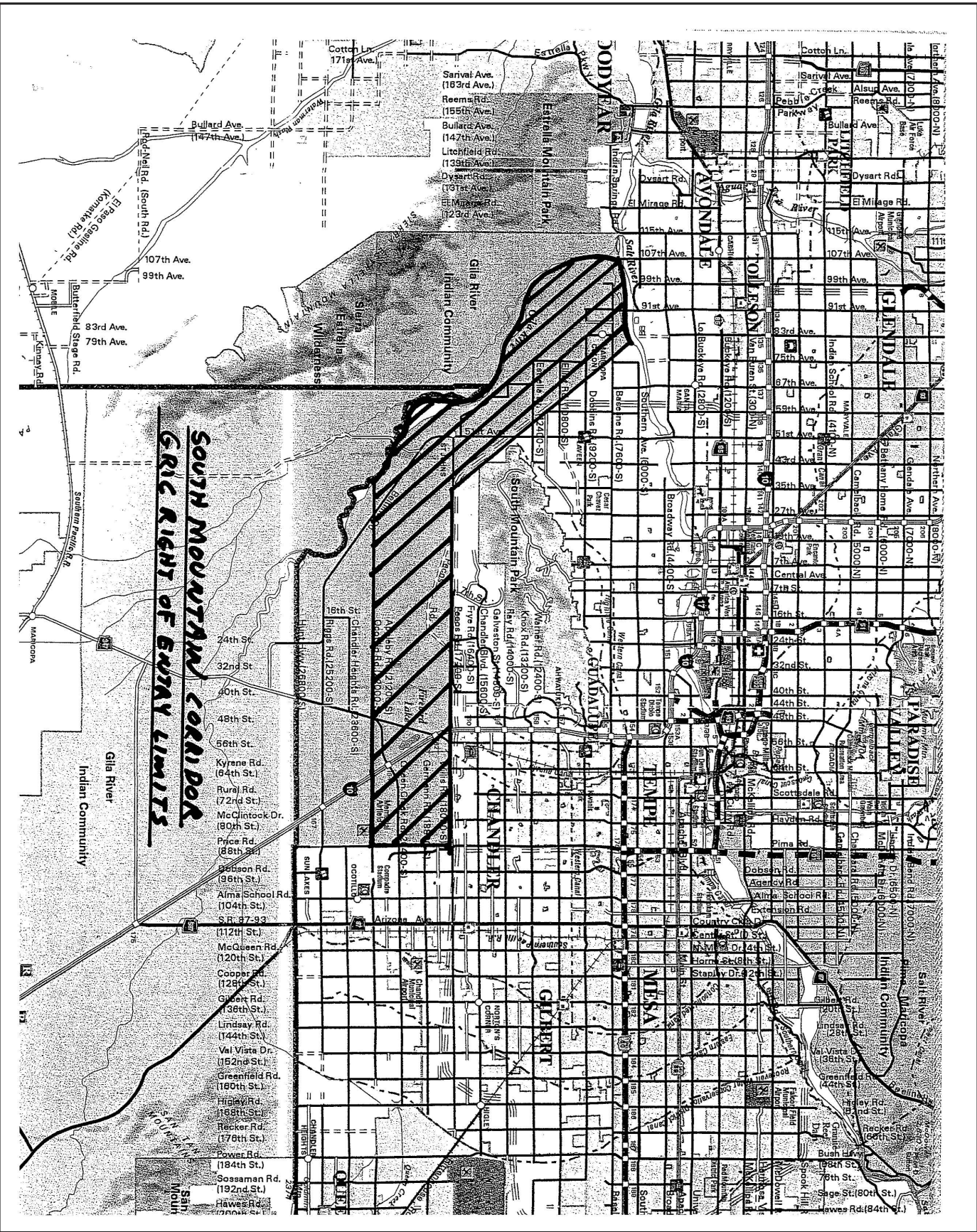
*cc. Ralph Ellis, ADOT*

**HDR Engineering, Inc.**

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Fax  
602 508-6606



August 30, 2001



Ms. Sandra Shade  
Department of Transportation Director  
GRIC  
315 W. Casa Blanca Road  
Post Office Box 97  
Sacaton, AZ 85247

RE: South Mountain Corridor DCR/EIS Study

Dear Sandra:

The following information has been provided in response to questions raised during the August 29, 2001 Natural Resources Standing Committee.

**NEPA-404 Integration Process and Section 404(b)(1)**

The general intent of the NEPA-404 Integration Process as established among the FHWA, COE, EPA, and USFWS, was to ensure that provisions set forth in the Section 404(b)(1) of the Clean Water Act are considered in the development of the project purpose and need and the alternatives selection process for a FHWA-sponsored project. These provisions are the criteria used by the COE and EPA to evaluate alternatives that involve the discharge of dredged or fill material into waters of the U.S. Section 404(b)(1) is the U.S. Army corps of Engineers policy for environmental assessment of project alternatives and their impacts to waters of the U.S. when permits are required. The purpose of the Section 404(b)(1) policy is to restore and maintain the chemical, physical and biological integrity of the waters of the U.S.

These guidelines require the COE permit only the least environmentally damaging, practicable alternative. An alternative is practicable if it is available or capable of being done, taking into account cost, logistics and existing technology in light of the overall project purposes. Generally, this process is intended to integrate the FHWA NEPA process with the 404(b)(1) requirements to help ensure that at the end of the NEPA process the agencies concur with the recommended alternative.

**Section 4(f)**

It is national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. In the USDOT Act of 1966, a special provision was included to provide protection to these resources. It is known as Section 4(f) and it stipulates that the FHWA will not approve any program or project which requires the use of any publicly owned public park, recreation area, or wildlife or waterfowl refuge, or any land from an historic site of national, state or local significance unless:

- there is no feasible and prudent alternative to the use, and
- all possible planning to minimize harm resulting from such use is included.

**HDR Engineering, Inc.**

*Employee Owned*

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Sandra Shade  
GRIC  
Page 2  
August 30, 2001

Specifically, Section 4(f) of the U.S. Department of Transportation Act of 1966 states that the FHWA “may approve a transportation program or project requiring publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if there is no prudent or feasible alternative to using that land and the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use” (49 U.S.C. 303).

A ‘use’ of a Section 4(f) resource, as defined in 23 CFR 771.135 (p), occurs: (1) when land is permanently incorporated into a transportation facility, (2) when there is a temporary occupancy of land that is adverse in terms of the statute’s preservationist purposes, or (3) when there is a constructive use of land. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from the Section 4(f) resource, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:

- The projected increase in noise level attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
- The proximity of the proposed project substantially impairs aesthetic features or attributes or a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be locating a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting; and/or
- The project results in a restriction on access that substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

When FHWA is assessing the environmental effects of an action through the NEPA process, they include an evaluation of the use of land protected under Section 4(f). The environmental regulations for applying Section 4(f) to transportation project development can be found at 23 CFR 771.135. For other detailed guidance on applying the requirements of Section 4(f), the FHWA wrote the Section 4(f) Policy Paper, which discusses such topics as the history of Section 4(f), alternative analysis, mitigation and how Section 4(f) relates to other statutes and regulations which protect the same types of resources.



Sandra Shade  
GRIC  
Page 3  
August 30, 2001

Section 4(f) Regulations and Guidance:

- Legislation: 23 U.S.C. Section 138 - Preservation of Parklands
- Regulation: 23 CFR 771.135
- 4(f) Policy Paper
- FHWA's *Environmental Guidebook*

**Cumulative Impacts**

NEPA requires that the potential direct, secondary, and cumulative impacts of a federally funded project be identified, evaluated and mitigated as appropriate. Within the context of NEPA, secondary effects are defined by the CEQ as impacts that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 1508.8). Cumulative effects are defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions...." (40 CFR 1508.7). If a project does not *directly* impact a particular environmental resource, the project would not contribute to a *cumulative* impact on that resource.

Secondary and Cumulative Impacts Assessments are conducted in accordance with FHWA and CEQ regulations and guidance documents, including the January 1997 CEQ handbook titled *Considering Cumulative Effects Under the National Environmental Policy Act* and the April 1992 FHWA position paper titled *Secondary and Cumulative Impact Assessment in the Highway Project Development Process*.

"Cumulative impacts" is the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency ... or person undertakes such other actions. 40 CFR 1508.7 (This is the effect on the resource from all the actions occurring in the area over time.)

**Secondary (Indirect) Impacts**

"Secondary (Indirect) impacts" are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and ... related effects on air and water and other natural systems, including ecosystems. 40 CFR 1508.8(b) (This is the indirect effect caused by our project alone. The focus is "but for our project" the effect would not occur.)

An accumulation of indirect effects can cause a cumulative impact. A cumulative impact is not a secondary impact. Many times secondary impacts are discussed with cumulative impacts because they both address the same reasonably and foreseeable future. However, each is distinctly different.

Sandra Shade  
GRIC  
Page 4  
August 30, 2001

**Drainage Impacts**

Drainage is one of many engineering and environmental factors that will be considered in developing and selecting alternatives during the EIS process. All alternatives will consider hydrologic (runoff) and hydraulic (conveyance) impacts as well as water quality and biological impacts (Section 401, 404, 404(b)(1) requirements) to drainage and waterways. Specific impacts and potential mitigation measures will be determined during the study as part of the alternatives analysis process.

If you need additional information or have further questions, please do not hesitate to contact me.

Sincerely,

HDR ENGINEERING, INC.



Stephen A. Martin, P.E.  
Project Manager

cc: Ralph Ellis, ADOT  
Bill Vachon, FHWA  
Mary Viparina, ADOT  
File

December 27, 2001

Mr. Gary Cooper  
President of the Board of Directors  
Gila River Casinos  
P.O. Box 6790  
Chandler, AZ 85246

Via 520.796.7714 (fax)

Dear Mr. Cooper,

As we discussed in our telephone conversation yesterday, I was referred to you by Michael Harrison and referred to Mr. Harrison by Gary Bohnnee.

I am submitting this letter as a formal request for monthly use of a meeting facility at Vee Quiva casino for citizen advisory group meetings that will be held in conjunction with a three-year South Mountain Corridor Environmental Impact Statement (EIS) study. The citizen advisory group, made up of stakeholders from the area, will include several members of the Gila River Indian Community.

The Arizona Department of Transportation and Federal Highway Administration have given us the task of conducting an EIS in an area of the south and southwest Valley to explore the purpose and need and alternatives for possible transportation improvements in the area. The Gila River Indian Community (GRIC) is an active participant in this project. Our team meets monthly with a GRIC Task Force assigned to monitor this project led by Sandra Shade, Director of the GRIC Department of Transportation.

We will need a meeting room capable of holding approximately 40 people around tables set up in a horseshoe configuration. The first meeting of this group is planned for Saturday, January 26. We expect this first meeting to begin at approximately 8am and last most of the day. Subsequent monthly meetings will likely be scheduled on weekday evenings from approximately 6pm to 9pm on days when your facility could be made available to us.

If you have any specific questions about this study or our request I would be happy to answer them. As I mentioned in our telephone conversation we would also be happy to present the specifics of this project to the Board of Directors of Gila River Casinos at your convenience. The South Mountain Corridor Study website is at <http://www.dot.state.az.us/ROADS/SouthMtn/index.htm>.

Gary Cooper Letter  
Page 2

Thank you for your time on the phone and your consideration of this request.

Sincerely,  
South Mountain Project Team

John D. Godec  
602.266.5556

cc:

Sandra Shade  
Gary Bohnnee  
Mary Viparina  
Ralph Ellis  
Steve Martin  
Jack Allen  
Theresa Gunn

January 10, 2002

Bob Broscheid  
Project Evaluation Program Supervisor  
Arizona Game and Fish Department  
Habitat Branch  
2221 W. Greenway Road WM-HB  
Phoenix, AZ 85023



Re: South Mountain Corridor Study

Dear Mr. Broscheid:

HDR Engineering Inc., on behalf of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), is preparing a South Mountain Corridor Study and an Environmental Impact Statement (EIS) for the proposed South Mountain Freeway. This investigation will take approximately three years to complete, and will include an examination of the transportation needs in the corridor and an evaluation of all reasonable ways to meet them. A conceptual design and state-level Environmental Assessment was prepared in 1988. As presented in this study, the freeway would connect Interstate 10 (I-10) south of Phoenix with I-10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to I-10 between 55th and 63rd Avenues.

The legal location of the study area, not including locations that occur on the Gila River Indian Community, is: Township 2 North, Range 1 East, Sections 33-36; Township 2 North, Range 2 East, Sections 31-34; Township 1 North, Range 1 East, Sections 1-36; Township 1 North, Range 2 East, Sections 3-10, 15-22, and 27-34; Township 1 South, Range 1 East, Sections 1 and 12; Township 1 South, Range 2 East, Sections 17, 18, 20, 27, 28, 34, and 35; Township 1 South, Range 3 East, Sections 31-36; Township 1 South, Range 4 East, Sections 31-33.

An EIS will be prepared if it is determined that there is a need for a major transportation improvement required in the South Mountain area. It will be prepared to address increased development within the project area, changes in design standards and environmental regulations, and to qualify for federal funds. This new study will start from the beginning and will consider all reasonable alternatives. The corridor being considered can be generally described as: I-10 on the west between 43rd and 107th Avenues, between the Gila River and South Mountain, and I-10 on the east between Pecos and Queen Creek Roads (see attachment).

HDR, Inc. has been retained by ADOT to prepare a South Mountain Corridor Study and an Environmental Impact Statement for this project. On behalf of the ADOT and FHWA, HDR Engineering, Inc. requests a species list, critical habitat, or any additional information that would be pertinent to the proposed project. A response received by February 11, 2002 would be greatly appreciated. Comments should be addressed to Ms. Fiona Goodson, HDR, Inc., 2141 East Highland Avenue, Suite 250, Phoenix, Arizona 85016-4736.

Thank you for your assistance.

Sincerely,  
HDR ENGINEERING, INC.

Fiona Goodson  
Environmental Planner

Attachments Enclosed

**HDR Engineering, Inc.**

*Employee Owned*

Park One  
2141 East Highland Avenue  
Suite 250  
Phoenix, Arizona  
85016-4736

Telephone  
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602 508-6606

January 10, 2002

Dr. George Brooks  
PMIP  
P.O. Box C  
Sacaton, AZ 85247



Re: South Mountain Corridor Study

Dear Dr. Brooks:

HDR Engineering Inc., on behalf of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), is preparing a South Mountain Corridor Study and an Environmental Impact Statement (EIS) for the proposed South Mountain Freeway. This investigation will take approximately three years to complete, and will include an examination of the transportation needs in the corridor and an evaluation of all reasonable ways to meet them. A conceptual design and state-level Environmental Assessment was prepared in 1988. As presented in this study, the freeway would connect Interstate 10 (I-10) south of Phoenix with I-10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to I-10 between 55th and 63rd Avenues.

The legal location of the study area occurring on the Gila River Indian Community is: Township 1 North, Range 1 East, Sections 31-35; Township 1 South, Range 1 East, Sections 1-17 and 20-26; Township 1 South, Range 2 East, Sections 7, 17-21, and 27-35; Township 2 South, Range 2 East, Sections 1-17 and 22-24; Township 2 South, Range 3 East, Sections 1-24; and Township 2 South, Range 4 East, Sections 4-9, and 15-22.

An EIS will be prepared if it is determined that there is a need for a major transportation improvement required in the South Mountain area. It will be prepared to address increased development within the project area, changes in design standards and environmental regulations, and to qualify for federal funds. This new study will start from the beginning and will consider all reasonable alternatives. The corridor being considered can be generally described as: I-10 on the west between 43rd and 107th Avenues, between the Gila River and South Mountain, and I-10 on the east between Pecos and Queen Creek Roads (see attachment).

HDR, Inc. has been retained by ADOT to prepare a South Mountain Corridor Study and an Environmental Impact Statement for this project. On behalf of the ADOT and FHWA, HDR Engineering, Inc. requests a species list, critical habitat, or any additional information that would be pertinent to the proposed project. A response received by February 11, 2002 would be greatly appreciated. Comments should be addressed to Ms. Fiona Goodson, HDR, Inc., 2141 East Highland Avenue, Suite 250, Phoenix, Arizona 85016-4736.

Thank you for your assistance.

Sincerely,  
HDR ENGINEERING, INC.

Fiona Goodson  
Environmental Planner

Attachments Enclosed

**HDR Engineering, Inc.**

*Employee Owned*

Park One  
2141 East Highland Avenue  
Suite 250  
Phoenix, Arizona  
85016-4736

Telephone  
602 508-6600  
Fax  
602 508-6606

May 30, 2002

Natural Resources Conservation Service (NRCS)  
Mr. Jeff Schmidt  
3003 N. Central Ave. #800  
Phoenix, AZ. 85012

RE: Request for Prime and Unique Farmland (PUF) Determination; South Mountain Freeway Corridor Project


Dear Mr. Schmidt:

HDR Engineering Inc., on behalf of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Impact Statement (EIS) for the proposed South Mountain Freeway Corridor Project, as required by the National Environmental Policy Act. This investigation include an examination of the transportation needs in the corridor and an evaluation of all reasonable ways to meet them. A conceptual design and state-level Environmental Assessment was prepared in 1988. As presented in this study, the freeway would connect Interstate 10 (I-10) south of Phoenix with I-10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to I-10 between 55th and 63rd Avenues.

We are requesting a PUF determination from the NRCS, for the proposed study area. We understand that a PUF determination was completed in the past for part of the study area, but due to new scoping requirements and additional proposed alignments, we feel a new determination is warranted. Attached you will a Geographical Information System (GIS) map which includes the study area boundary, and potential PUF which were designated based upon NRCS soil mapping data. If possible, we would appreciate a response by June 28, 2002.

Please contact me at (602) 508-6620 if you have any questions, or need additional information.

Sincerely,

  
Scott Mars

HDR Engineering

C: Andrea Helmstetter, HDR Engineering

**HDR Engineering, Inc.**

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85016-4736

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October 28, 2002

Ms. Mary Viparina  
Senior Project Manager  
Arizona Department of Transportation  
205 S. 17th Avenue, Mail Drop 614E  
Phoenix, AZ 85007

RE: South Mountain Transportation Corridor EIS and L/DCR  
Methodology Reports

Dear Ms. Viparina:

Please find attached a copy of the draft Methodologies Report for the above-referenced project. Pursuant to the consensus-based approach associated with the project, this report presents the methodologies proposed to analyze impacts for the National Environmental Policy Act topical environmental elements.

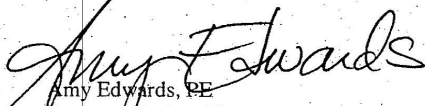
We cordially ask that the methodologies proposed be reviewed by the appropriate ADOT staff. Specific methodologies, geotechnical, hazardous waste, and utilities, have already been subject to ADOT review. Upon completion of ADOT review (and under the assumption that no substantial changes are warranted), we ask that the report then be forwarded to the FHWA Arizona Division for review. The goal of obtaining team consensus on the proposed methodologies is to minimize the chance of substantial changes to the studies once completed.

To facilitate the review process, we have forwarded three (3) copies of the draft Methodologies Report to Mr. Thor Anderson for distribution to the reviewers.

Please keep in mind that the attached has not been formatted per the project's style guide as it is considered a working document. If you should have questions, please call me at (602) 508-6648.

Sincerely,

HDR ENGINEERING, INC.

  
Amy Edwards, PE  
Assistant Project Manager

cc: Thor Anderson (3 copies)

HDR Engineering, Inc.

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October 31, 2002

Andrew Darling  
Project Director  
GRIC Cultural Resource Mgmt. Program  
P.O. Box 2140  
Sacaton, AZ 85247

Re: South Mountain Transportation Corridor EIS and L/DCR

Dear Andrew:

On September 26, 2002, HDR, ADOT and FHWA participated in a Project Owners Team Meeting. The intent of the meeting was to discuss where we are now in the project and recommendations on where we go next.

To date, we are continuing to coordinate with the Gila River Indian Community (GRIC) regarding the potential for an alternative on their lands. While this coordination continues, the decision was made in the Project Owners Team Meeting to go forward with development and screening of all non-GRIC alignments. As such, alignments have been developed and are being reviewed with the stakeholder jurisdictions. Once this coordination is complete, the alternatives will be finalized for impacts screening. Impacts screening data will be acquired from the GIS database. Specific technical authors will be asked to confirm the impacts prior to a screening meeting. The screening meeting will be scheduled for mid-December.

Upon completion of the screening meeting, all project team members will be apprised of what alternatives were selected to move forward into the detailed analysis of the draft EIS.

We appreciate your assistance in making the recent project slow down productive. We look forward now to moving toward successful project completion. Attached is an updated project schedule.

Sincerely,

HDR ENGINEERING, INC.

Amy Edwards, P.E.  
Assistant Project Manager

HDR Engineering, Inc.

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Phoenix, AZ 85016-4792

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This letter was also sent to John Ravesloot, Gila River Indian Community, Cultural Resource Management Program

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May 21, 2003

Ms. Cindy Lester  
Arizona Section Chief  
U.S. Army Corps of Engineers  
3636 North Central Avenue, Suite 760  
Phoenix, AZ 85012

RE: South Mountain EIS and L/DCR

Dear Ms. Lester:

The South Mountain Transportation Corridor Study Team will be combining Chapter 3 (affected environment) and Chapter 4 (impacts) into one chapter for the Environmental Impact Statement (EIS). In the past, these chapters typically have been separate; however, there has been a recent trend to combine the chapters into one. We have discussed the matter with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) and have investigated where it has been done before and how it was received.

In general, there is support for combining the chapters from those we questioned who have used this approach. To avoid redundancy, some have shortened Chapter 3 to approximately a five page environmental setting overview and all the details have been put in Chapter 4, with the acceptance of the FHWA. It should be noted that the approach has been used for Environmental Assessments but is not recognized for an EIS because the Council on Environmental Quality guidelines clearly call out for a two chapter approach. Further coordination of this issue will occur with ADOT and FHWA. Assuming the issue is satisfactorily resolved in the view of FHWA and ADOT, we will combine Chapter 3 and Chapter 4 in the EIS. It is our belief that document readability and succinctness will be better achieved by doing so.

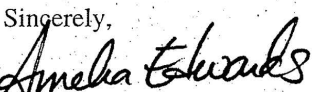
HDR Engineering, Inc.

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Ms. Cindy Lester  
Arizona Section Chief  
U.S. Army Corps of Engineers May 21, 2003  
Page 2 of 2

As a cooperating agency or an agency expressing interest in the process, we are notifying you of this intent. If you have any questions or comments regarding this matter, please do not hesitate to contact either me at 602-508-6648. Thank you.

Sincerely,  
  
Amelia Edwards, P.E.  
Deputy Project Manager

cc: Bill Vachon, FHWA Arizona Division  
Floyd Roehrich, ADOT Project Manager

HDR Engineering, Inc.

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August 5, 2003

Ms. Elaine Blackwater  
Land Use Planning and Zoning Director  
Gila River Indian Community  
P.O. Box E  
Sacaton, AZ 85247

RE: South Mountain Freeway DCR/EIS Study – Project Video  
Right-of-Entry Permit Request

Dear Ms. Blackwater:

The referenced study, being conducted by HDR Engineering, Inc. on behalf of Arizona Department of Transportation (ADOT) and in cooperation with Gila River Indian Community (GRIC), was initiated in July 2001. As part of the study, we acquired a right-of-entry permit (RE-02-01) for surveying and environmental studies. A copy of this permit is attached.

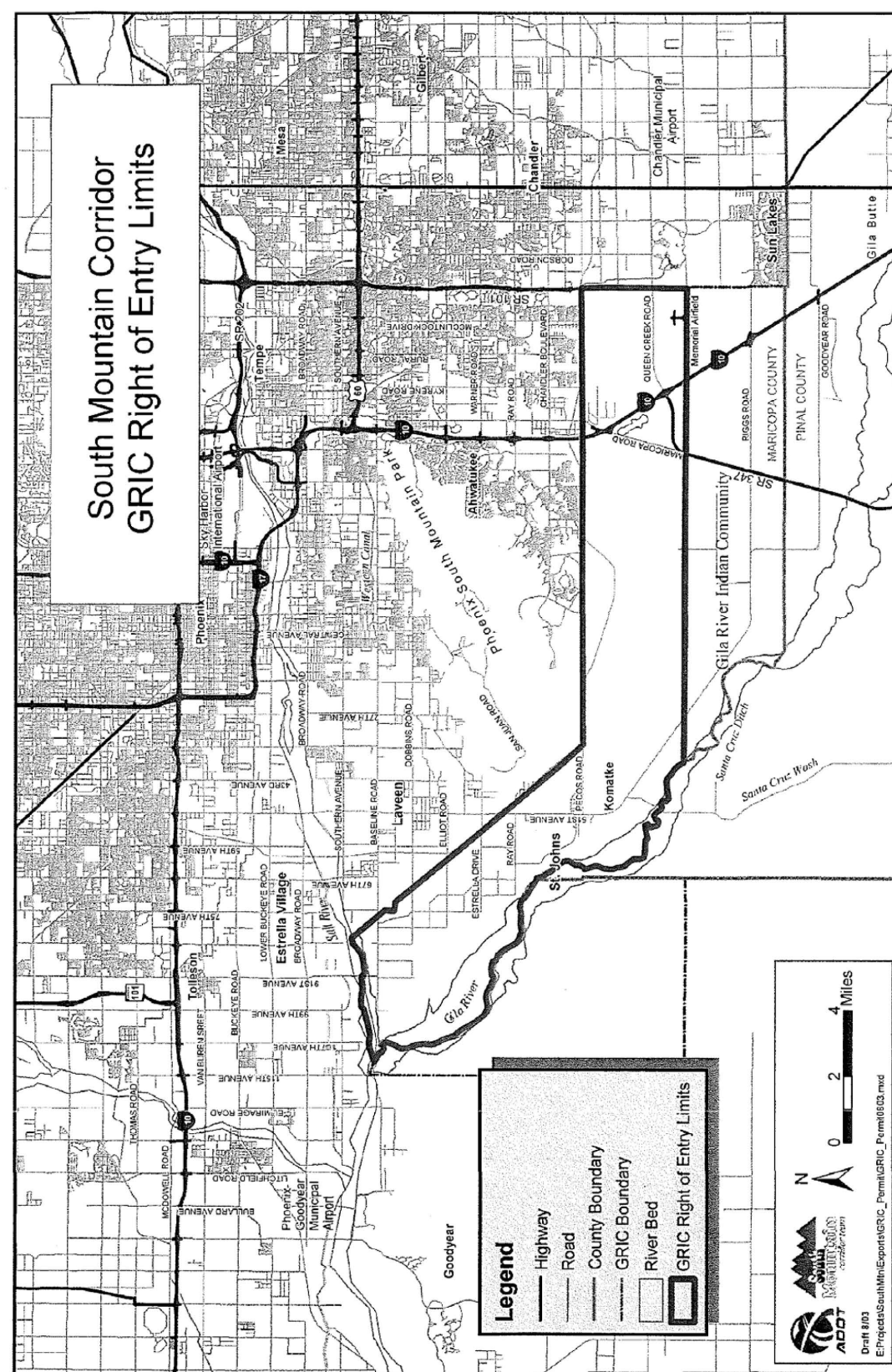
During a June meeting with Council representatives from Districts 4, 6 and 7, we were requested to create a project video for viewing by GRIC members. As part of this video creation, we would like to film several locations within GRIC. The areas we are requesting to film are located within the study area defined under our original permit and shown in the attached map. The areas include the following:

- South Mountain as seen from GRIC
- Kids playing at the school and Boys and Girls Club
- Artifacts in the Cultural Center
- People working at the farms
- Lone Butte Industrial Park
- Wild Horse Pass Resort
- Casinos

HDR Engineering, Inc.

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Ms. Elaine Blackwater  
Land Use Planning and Zoning Director  
Gila River Indian Community  
8/5/2003  
Page 2

I have attached a list of personnel and a list of vehicle makes, models and license plates that may enter Community lands during the project. Upon receipt of a right-of-entry permit, those accessing Community lands will notify your office 24 hours in advance of their visit.

The filming effort will be undertaken immediately upon receipt of a right-of-entry permit and will be completed within 3 months time. Please advise me if there is any additional information you will need to aid in the approval of this right-of-entry. Thank you for your help with this matter.

Sincerely,

HDR ENGINEERING, INC.

Amelia Stewards

Amelia Edwards, P.E.  
Project Manager

## Attachments

- Right-of-Entry Permit RE-02-01
- GRIC Study Area Map
- Personnel, vehicle list

CC:

Floyd Roehrich  
John Godec  
Project File

**HDR Engineering, Inc.**